

between Fort Lee and Piermont for something like \$600,000. Public sentiment helped them get a bill through the Legislature in spite of the opposition of Odell Senators and the friends in the Legislature of the trap rock dealers. But when they went to buy up the quarries they were asked to pay ridiculous prices. The quarrymen wanted at first \$10,000,000 for their holdings. They came down bit by bit until finally the commission was able to buy the holdings for \$135,000. The \$10,000,000 appropriated by the State and a gift of \$125,000 by J. P. Morgan made up the amount.

All blasting along the Palisades stopped on Christmas eve, 1909. New York appropriated \$400,000 and New Jersey \$50,000 for acquiring all title along the face of the Palisades, and in September, 1909, the joint commission was able to report that the Palisades from Fort Lee to Piermont, a distance of fourteen miles, belonged to the people forever. It's a thin strip, just wide enough to protect the face of the Palisades, but when the commission undertook a survey of the rock ribbon they were surprised to find that in place of the Palisades presenting a perpendicular face, as most people had thought, there were about 500 acres of land suitable for park purposes at the foot of the cliffs and that there were about a dozen places at the foot which lent themselves very easily as landing places from which the 500 acres could be reached.

PERMITS FOR PALISADES' CAMPS.
That gave the commissioners a new idea. The rocky eminences and the wooded ground at their base seemed such a fine place for little journeys into the wilderness and for camping purposes that they began to let people know what they were missing by not spending a few days in the region getting a taste of outdoor life. The Palisades were rarely visited and were practically unknown except from a distance ten years ago when the commission took up its work.

But after the blasting ceased and the cliffs were made somewhat accessible people from New York and New Jersey began to enjoy the beautiful new park. In the summer of 1905 the commission issued twenty-five permits for people to camp on the Palisades. The camping parties were made up usually of folks of small means who wanted to live outdoors for a few days in the summer, roughing it within an hour of New York city or Jersey City.

The next year 221 permits were issued. In 1907 395 parties were authorized to camp on the Palisades. In 1908 there were 700 permits, while last year the commission issued 1,200 permits and about 5,000 people were enabled to take advantage of the privilege.

This year the commission expects to issue perhaps 2,000 permits, allowing, perhaps, 8,000 people to camp. But the space is limited comparatively and the commission quickly came to another new idea, the necessity for more park ground in connection with the fourteen miles strip, ground which would be even more suitable than the Palisades front, wider and more beautiful even, and where there would be room for 100,000 people or even more. They began to look around and plan how the park could be enlarged.

MRS. HARRIMAN'S GREAT GIFT.
Mrs. Harriman's offer of \$1,000,000 in cash and 10,000 acres of land in Rockland county gave impetus to the greater Palisades Park plan.

"Up to 1909 the commission had one sole object," said Mr. Perkins, "to preserve and acquire the face of the Palisades. This has now been accomplished. The cliffs have been surveyed and made more accessible. A footpath extending from Fort Lee to Alpine, seven miles, has been built. The property has been policed and protected."

"In all 175 parcels of land were acquired, including twenty-one homesteads or residences, which are still occupied for a normal rental. Good landing places were secured at the Fort Lee dock, Carpenter's quarry dock, Englewood dock, Van Wagner's dock, Lafan & Reed's dock, Brown & Fleming's quarry dock, Huyler's landing, Alpine, Pearsall's dock, Jordan's dock, Riverview Grove, Forest View dock and Twombly's dock, all accessible to campers and picnickers."

"The commission has come now to appreciate the vast benefits that can accrue to the millions of people living in such close proximity to this absolutely unique piece of territory, and now that the task of saving and acquiring the Palisades has been accomplished the Commissioners intend to devote their efforts, with the permission of their respective States and the public, to a fuller development of the park. There should be a driveway along the entire length of the base of the cliffs from Fort Lee to Piermont. This would make the park accessible from all points to everybody and would make a most natural and perfect outlet from the city of New York to the good roads that are being laid out in the State of New York."

"At the time when the Commissioners were discussing ways and means for an extension that would carry out their ideas Mrs. Harriman came forward with an offer to the State through Gov. Hughes of \$1,000,000 in money and 10,000 acres of forest and mountain land. Edward H. Harriman had been keenly interested in the proposition to establish a great interstate park, and Mrs. Harriman was no less a friend of the project. Then Mr. Morgan offered \$500,000. John D. Rockefeller told us he was ready to advance \$200,000 more. Contributions were made by Henry Phelps, Mrs. Russell Sage, James Stillman, Frank A. Munsey, William K. Vanderbilt, William Rockefeller, George F. Baker and others."

Mr. Perkins was himself a large subscriber, although he did not include his name in the list he recalled yesterday afternoon.

NEW JERSEY'S CONDITIONAL GIFT.
"These contributions," he continued, "added up to \$2,000,000. We had estimated that \$5,000,000 would be necessary to build roads, to protect and preserve the enlarged park and to buy tracts of land for connecting links between present Palisades Park and the gifts of land offered by Mrs. Harriman, and that we hoped to get from other owners of large estates in Rockland county in years to come. The matter was submitted to the Governor of New Jersey who promptly put it before the Legislature. New Jersey acted generously. She voted \$500,000 toward the fund, but there was a provision that the appropriation should be void if New York failed to make a reasonable provision."

"Well, that is just how we stand now. Offers of \$3,000,000 hang upon the action of the Senate on the park bill. The Assembly passed the bill unanimously and there was every belief that the Senate would take favorable action. Naturally the friends of the park were disappointed when the bill failed to pass the Senate by a vote of 18 to 12 against. A measure of this nature requires a two-thirds majority—34 votes in this case—and we sincerely hope that they will be found when the bill is reconsidered."

GENERAL FEATURES OF THE PARK.
The general features of the plan for the greater Palisades Park include, as Mr. Perkins showed, an extension of the park along the west bank of the Hudson from Piermont, the present boundary, to Newburgh, and an expansion westward through the hinterland of the Highlands wilderness where the land that Mrs.

Your great-grandfather, your grandfather, your father, yourself and your son, have probably worn

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Harriman gave her. Proposed driveways have already been surveyed from a point north of Haverstraw to the southern part of the irregular tract offered by Mrs. Harriman and from a point on the river front above Dunderberg to the northern end of the tract. Between these drives back of Stony Point, which the State already maintains as a park, is a section of rugged land which the commission wants to add to Palisades Park. This single tract, the conservation of the Highlands and the land connecting it with the river front is what Mr. Perkins describes as two-thirds the size of Manhattan Island. A glance at the accompanying map should give a pretty clear idea of what the commission has in mind.

The Harriman gift will carry the park from a point not far from the Hudson River to the boundary line of the Tuxedo Park reservation and the Hudson River. The gift will be used in part to effect a connection between the tract and the park along the Hudson. The tract runs northward well into the new State forest reservation of the Highlands and toward the extensive Stillman lands and all the wild hill country below Cornwall. The Erie Railroad would provide convenient access to the park at the South-Stuyvesant station.

The tract which it is proposed to purchase merges to the west in the Ramapo range of hills. There is a region of forty square miles or so where there is not a single traveling road. It is inhabited by a shy and little known race who are descended from the Indians and fugitive slaves who escaped to the woods before the Revolution.

All of the park extension, Mrs. Harriman's gift and the land the commission plans to purchase is unspoiled woods and lake. Mrs. Harriman's estate, which consisted of more than 30,000 acres in New York and some 45,000 acres in New Jersey, was not like the usual country estate. A large part of it was virgin wilderness, wild rugged country, heavily forested and very sparsely settled. In Rockland county it included the 28,000-acre tract which for nearly 100 years has been associated with the name of Lord Stirling, who founded one of the first iron mines in America. Through Greenwood Lake passes the boundary line between New York and New Jersey, and here is found the forest covered mountain land stretching southward.

FURTHER ENLARGEMENT POSSIBLE.
The prospects of the park's extension do not end with the limits of this State. It is probable, the commissioners think, that New Jersey may add something to the park. The vast wild lands contiguous to the proposed extension. Both Gov. Hughes and Gov. Fort have recommended the preservation of contiguous lands in the two States in the region, described for the joint purpose of affording a recreation ground and of conserving the water supply. Gov. Hughes suggested the advisability of taking steps to meet this end by interstate action and thought the matter might properly be left to the same commission which has in hand the park plan. The Governors agreed that the character of all the sweep of country overrunning the boundary was peculiarly adapted for park purposes and that conditions seemed ripe for its taking over.

Thirteen miles, or the larger part of the Palisades Park as it now is, lies in New Jersey. Its extension northward and westward to the hinterland will be in New York. In the opinion of Mr. Perkins, who has travelled over nearly all the ground, most people would be astonished at the wilderness of the land within the extension and the remarkable beauty of its scenery. Here and there the park would have to swing back from the river in places between Piermont and Newburgh. But this would not impair its beauty or interfere with the conservation of the river front. One of these places is immediately north of the present Palisades Park, between Piermont and Nyack, where there is a stretch of three miles.

OPPORTUNITIES FOR PUBLIC USE.
Some of the opportunities that the greater park will give to persons in search of health or pleasure or who are fond

of unspoiled, natural beauties were described by Mr. Perkins yesterday. The foot of the Palisades and to a less extent the cliffs between Hook Mountain and Haverstraw are visited at present almost exclusively by campers or those who go for a day's ramble along the water. Between Piermont and Nyack there has grown up a colony of summer houses, unlike anything else along the Hudson. Houseboats and bathhouses and bungalows whose verandas reach to the water are along the shore, while sail and power boats make the waters lively.

South Mountain is a beauty spot that would be included in the new park. It is as wild as any lover of nature could desire. On the mountainside are the remains of a road which Boss Tweed planned and built. He conceived the idea of a mountain residence park and the road was a feature of his plan. Its grade is practically level and it seems the logical route for the proposed boulevard along the Hudson shore.

Further up the mountainside is an old tower of logs, its stairway fallen to ruins. It commands a view unsurpassed for beauty by few points in the entire region. All Tappan Zee lies below to the east, and far across Westchester county are seen the waters of Lake Champlain. Rockland county stretches westward and to the northwest rise the Highlands and Ramapo hills.

High Tonn and Little Tonn are well known places to river travellers. They loom from a ridge that is scarred and seamed by quarries, beginning with the shameful defacement of Hook Mountain, to save which Mr. Perkins and the commission conducted an energetic campaign against the traprock dealers and folk who were interested in selling the State millions of dollars worth of rock.

The entire range of hills from Piermont to Haverstraw is the natural path which the extended Palisades Park would take. It carries the park past all the settled regions of river bank without once taking it out of the wild country. No feature of the park plan is considered more important than the saving of the Hudson River scenery and the extension of a boulevard through that region. The State is planning and partly completed a splendid road along the western river bank. It is finished as far north as Highland Lake, rounding Dunderberg and passing Iona Island.

So far as the preservation of the Highlands is concerned the persons who have offered to contribute \$250,000 for the greater park, with the exception of Mrs. Harriman, whose gift does not affect the river shore, have specified that the State shall discontinue work on the new State prison at Highland Lake and Bear Mountain and put the prison where, in the judgment of the park commissioners, it will not interfere with the park.

WEST POINT SCENERY PROTECTED.
The removal of the prison would add 500 acres to the park lands and 2,000 feet of water frontage. The prison tract touches the Hudson River at the foot of the island on the south, and on the north the new 700-acre tract which West Point acquired recently for its water supply. The Government land already protects the sides and summit of the rocky Tonn, back of Fort Montgomery and the northern slopes of Bear Mountain and the beautiful Popolopen Cove between the two elevations, so that the State park being put in a narrow strip with little danger of the adjacent country ever being molested.

West Point has always taken good care of its scenery, and the same is true of the residents along the foot or five miles between the Military Academy and Fort Montgomery. The country from Dunderberg to Fort Montgomery has remained almost unspoiled. Not a single house stands along the State road, which traverses a forest.

The park in theory would stop at the village of Highland Falls, which is at the foot of the West Point reservation, although it would resume its course north of the reservation. But West Point is great park, open to the public, in itself, with a river frontage of three miles, besides the mile of frontage on Constitution Island. The reservation has an

area of 2,500 acres, 80 per cent. of which is under forest. The park boulevard would continue along the front of Crook Neck and Stony Point, and on to Newburgh. There is some of the finest scenery in the world. Northward to Newburgh the country is all settled, but the park would be a fine driveway along the Hudson.

INTERIOR OF THE TRACT.
Turning to the interior, where the great Harriman tract and the other proposed extensions are, the possibilities for the park are, as Mr. Perkins pointed out, unlimited. Besides the 10,000 Harriman acres and the 25,000 or 30,000 that the commission desires to acquire by purchase, the Palisades Park would be enlarged, it is confidently expected, by donations of land from persons who own great estates in that region. Much of the land in the Highlands and Ramapo country of late years has been combined in a few large tracts in such a manner as to facilitate its possible transfer for such use as the commissioners have in mind. The large landowners are very friendly to the greater Palisades Park project. Some of them, notably Mr. Stillman and Mrs. Harriman, have contributed largely to the \$2,500,000 fund. It is predicted that in future years, when the plan shall have assumed shape and form, there will be further gifts.

"The care and administration of a great park such as this would be a problem, but the commission believes that none of them would be insuperable. For instance, the policing of such an expanse of territory would require considerable planning. Much would have to be done in the way of protecting the park from injury by timber thieves or poachers of one kind or another. However, the commissioners are keenly interested in working out the plan. They are ready to give time and their best thought for the good of us all. I sincerely hope the Senate will give the commission its opportunity."

MR. PERKINS' VIEWS.
Mr. Perkins called attention to the views of Gov. Hughes on the greater park project. The Governor has expressed himself emphatically in various ways, in messages and from the platform. In a recent message to the Legislature, dated September 27 last, the Governor, who joined hands with Gov. Fort of New Jersey in officially approving the work, said in accepting the park from the State of New Jersey, "I am beginning. There is a utilitarian side which appealed to the Governor as well as the opportunities for preserving beautiful and picturesque tracts of country. Forest preservation, that means protection of the source of industrial power."

"The river," he said, "should be as far as possible free from pollution. We must maintain this noble stream as a whole, to save which the variety of uses, from mere sewer. But it is not simply with commerce or with industrial power or with public health that we are concerned. Health, the development of industry, the preservation of the source of industrial power, the development of the beautiful scenery of the Hudson, these are the conditions of wholesome living. But we need still further resources for the enrichment of our life. Of what avail is the love of the beautiful if it is not accompanied by the love of the beautiful? The preservation of the scenery of the Hudson is the highest duty with respect to this river imposed upon those who are the trustees of its manifold beauties. It is fortunate that means have already been taken to protect this escarpment which is one of its finest features. I hope this is only the beginning of efforts which may jointly be made by the State and the people to safeguard the Highlands and waters in which they are both deeply interested. The entire watershed which lies to the north should be conserved and a policy instituted for such joint control as would secure adequate protection."

Later in a message to the Legislature recommending that the State's share be covered by a bond issue the Governor said: "We may trust at an early day to secure the conservation of the natural beauty of the west bank of the Hudson River and the provision of a public park of considerable value to the people of the State. Should the Senate reconsider its action on the park bill and pass the measure by the required two-thirds majority the project would then have to be submitted to the people for their approval. The authority for a bond issue such as is contemplated by the bill is a matter where the people exercise final judgment. I only hope," said Mr. Perkins, "that the people will get the message that the bill at least nine voters out of ten would, once understanding the question, vote for the park, particularly since half or more than half of the cost will be borne by private citizens."

GAYNOR FOR THE PARK BILL.
Sends Telegram to Albany Expressing Surprise That It Was Not Passed.
Mayor Gaynor and the Palisades Park Commission hope for the favorable action of the Senate to-night on the Harriman Palisades Park bill, which the Senate failed to pass on Thursday last, to the surprise of everybody. After the Assembly had passed the bill unanimously the vote of Thursday was 18 to 15 in favor of the bill, but thirty-four votes are necessary for its adoption. The commission has the assurance that several of the adverse votes of Thursday will be cast for the measure when it comes up for reconsideration this evening.

Mayor Gaynor, who sent a telegram in favor of the bill to Albany, forwarded a copy of his dispatch to the Palisades commission, and the office of the commission yesterday issued this statement: "Mayor Gaynor, realizing that the fate of the Harriman Palisades Park bill authorizing the issue of \$2,500,000 in fifty-year bonds, which will come up in the Senate for reconsideration to-morrow night, hangs in the balance, has sent the following telegram to Senator Bayne, who introduced the measure: "DEAR SENATOR BAYNE: The people of this city read with surprise the failure of the Palisades Park bill in the Senate for lack of two-thirds. We hope you will bring it up again at the right time."

"WILLIAM J. GATNER."
"John H. McCooey, Democratic leader in Kings, is also working for the passage of the measure. He was astonished at the failure of the measure on Thursday and at once investigated the causes of the surprising result of the vote. He declared last night that the three Democratic Senators from Brooklyn would be on hand to vote in support of the bill. He declined to comment on the fact that four Republican Senators from Kings opposed the measure."

BAKER BOUGHT TEXAS CENTRAL.
Announces That It Is Not to Be a Part of the Frisco System.
ARTHUR, Tex., May 22.—R. H. Baker, former president of the Trinity and Brazos Railroad, who is now in New York, telegraphed his secretary, Roy Taylor, here to-day that he is the purchaser of the Texas Central Railroad and authorizing him to make public the information.

Mr. Baker says that he bought the road on May 13 and paid for it with checks upon Texas banks. He will organize a syndicate of Texas men to take over and operate the property as an independent enterprise. It will be extended from Waco to a connection with the Beaumont and Great Northern, which is to become a part of the Texas Central.

The plans call for the building of the line to Beaumont on the southeast and to Houston on the northwest. It is said positively that the road is not to become a part of the Frisco or the Missouri, Kansas and Texas system.

The fact that the purchase was made on behalf of Mr. Baker by Frank Andrews of Houston, who is also attorney for the Hawley-Yaakum line, gives rise to the report that it was a Hawley transaction.

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HOME MADE BOMB IN THE YARD
Made a Big Bang, but No Damage Was Done—Inspired by Strikers?

John C. Watermann, a stenographer of 50 Cambridge avenue, Jersey City, notified the Sixth precinct police in that city yesterday morning that he heard a big bang in his mother's back yard which awakened many persons living in the neighborhood. He said he searched the yard by lantern, but failed to find the cause of the explosion. He renewed the hunt at 7 A. M. yesterday and picked up a tin can to which a burned fuse had been attached. The can had contained pieces of scrap iron, kerosene oil and powder.

Lieut. William H. Foley of police headquarters, formerly an electrician, examined the fuse and said it was made of telegraph tape wound around wire threads. The Watermanns could not help the police in solving the mystery of the home made infernal machine, saying that they had received no threatening letters and were sure that they had no enemies.

A trail of burned grass indicated that the can had skidded from the direction of a frame stable adjoining the Watermann's yard in which Fleckenstein Bros. Company, sausage makers, had thirty horses. The company had trouble with its employees several months ago and the union did not win its strike.

AUTO DIVES INTO A SWAMP.

Pin Four Men Down After Running Off Norwood Bridge in the Dark.
HEMPSTEAD, L. I., May 22.—A touring car containing four men crashed through the Norwood Bridge on the road from this place to Lynbrook early this evening. The men were Samuel Liechtenstein, a chauffeur; Harry Rosenstein, S. X. Miller and M. Levy, all of New York city. Rosenstein gave his address as 92 Bleeker street.

Norwood Bridge crosses a creek at the bottom of a steep hill. On either side is a swamp. The automobile, which was brand new, came down the hill at a fast clip. The driver missed his direction in the dark and sent the machine off the bridge into the swamp.

The occupants were pinned under the car. Rosenstein worked himself free, but the others were unable to do so. A mile away, and told the proprietor, George Norman, of the accident. Norman called an ambulance from the Biltmore Hospital.

Three other men were under the car for nearly an hour. When they were removed they were taken to the hospital bruised and cut, but not seriously injured.

The car belonged to H. S. Rosenthal of 92 Bleeker street. It was badly smashed.

SCION OF PAUL REVERE DEAD.

Mrs. Reynolds Was a Granddaughter of the Famous Continental Rider.
BOSTON, May 22.—Mrs. Jane Minot Revere Reynolds, widow of Dr. John Phillips Reynolds and granddaughter of Paul Revere, died yesterday at her home in Marlboro street. She was a daughter of Joseph Warren Revere, one of the younger sons of Paul Revere and his successor in business, and was the daughter of Joseph Warren Revere, Jr., who passed all his life in Boston. About one year ago she and her husband, who has since died, celebrated their golden wedding. Her surviving children are Dr. Edward Reynolds, John P. Reynolds and Paul R. Reynolds, all of Boston; Philip M. Reynolds of New York; Mrs. George A. Strong of New York; Mrs. Nicholas P. T. Burke of Alexandria, Va.; Mrs. Julia L. Coolidge of Cambridge and Mrs. Dr. W. L. Bulard of Boston.

INSANE OVER THE COMET.

Former Negro Pullman Porter Having in County Jail in Somerville, N. J.

SOMERVILLE, N. J., May 22.—James Kline, a negro, formerly a Pullman car porter, is in the Somerset county jail to-night raving as the result of waiting in terror for five days for the destruction of the world by Haley's comet.

Police officer Robert Holmes was standing on Main street about 3 o'clock this morning when Kline in scant attire loomed up out of the fog and passed him with the speed of wind shouting that he was being pursued by his mother-in-law and the tail of Haley's comet. When Holmes shouted to the negro the latter stopped suddenly and began to pray. After much persuasion Holmes placed the negro in the county jail this evening.

Kline, who is known here as a sober and industrious negro and one of the pillars of the A. M. E. Zion Church, began his observations of the comet about a week ago. He declared that he was watching the negro colony here warning his colored brethren to prepare for the end of the world on May 18. The tardy action of the tail of the comet in striking the earth had the effect of keeping Kline a state of terror, and it is now believed that he is hopelessly insane.

Kline fell exhausted in his cell to-night and when he recovered he gave a graphic description of an eternal night passed with gold which he had seen during his period of unconsciousness.

CLOUDS HID THE COMET.

Prof. McHugh Thinks the Tail Has Been Dropped.

CHICAGO, May 22.—Haley's comet was hid again to-night by heavy rain clouds.

Precisely what happened to the tail of the comet has not yet been satisfactorily settled by the experts and will not be settled for a considerable time. A number of calculations must be carefully made before the astronomers can speak with certainty.

An interesting conclusion to which Prof. Daniel McHugh of De Pauw University has come is that since the head of the comet has ceased activity, it is possible that a large part of the tail has been left behind in that case it will drift through space and in time be dissipated.

RAIN OF STONES IN IOWA.

Shower of Small Crystals Falls Amid Mist of Ashes.

EALES, Ia., May 22.—A shower of small crystals occurred in Eales last Thursday afternoon. Boxes of the pebbles have been sent to the State geologists for examination.

The shower came up late in the afternoon and appeared at first as a light mist or rain. At the time the sky was perfectly clear. For several minutes particles of stone accompanied by a light ash or dust fairly rained down, but not with force sufficient to cause damage.

The stones are about one-third as large as a pea, perfectly transparent and water white.

Comet Obscured by Clouds.

WASHINGTON, May 22.—The comet was obscured by clouds to-night and a lot of amateur observers who had planned to watch for it from the portico of the Capitol were disappointed.

DEATH OF A NOTED GEOLOGIST

DR. WILLIAM PHIPPS BLAKE WAS ACTIVE AT 84.

West (to Berkeley, Cal., With Other Survivors of First Yale Scientific School Class to Receive Degrees and Was Attacked There by Pneumonia.

William Phipps Blake, the geologist, died yesterday at Berkeley, Cal., of pneumonia. Dr. Blake's home was in New Haven. He was at Berkeley with Prof. George Jarvis Brush and William Henry Brewer of the Sheffield Scientific school of Yale to receive with them the degree of LL. D. The dispatches received in this city yesterday by Dr. Blake's son, Dr. Joseph A. Blake of 601 Madison avenue, indicated that the aged geologist had received the degree and had taken cold at the exercises or immediately afterward. Pneumonia developed and he died after but a short illness. He was 84 years old.

Prof. Blake was born in New York June 1, 1826. His father was a direct descendant of William Blake of Dorchester, Mass., who came to this country in 1630. The son was graduated from the Yale scientific school in 1852, a member of the first class to be graduated from the newly instituted department of Yale, which later became the Sheffield. Prof. Blake and the two Sheffield professors who accompanied him to California are the only surviving members of that class.

After the graduation in 1853 Mr. Blake became the geologist and mineralogist for the United States Pacific Railroad expedition, and from 1859 to 1890 he was editor of the *Mining Magazine*.

In 1862 he went to Japan as geologist in the service of the Japanese Government. The following year he returned to this country and explored the Stikine River, Alaska, reporting the results of the expedition to Secretary Seward. He became professor of mineralogy and geology in the College of California in 1894. In 1871 he went to Santo Domingo as geologist of the United States Commission. In 1876 he was a commissioner to the Centennial Exhibition.

After taking part in a number of expeditions he became professor of geology and director of the School of Mines of the University of Arizona in 1894 and he held this chair until his death; after 1905 as professor emeritus. He also had been territorial geologist for Arizona for many years.

Prof. Blake was a fellow of the Geological Society of London, a member of the American Philosophical Society and the American Institute of Mining Engineers. He did a great deal of writing, the list of his papers and books itself forming a pamphlet of some proportions. Among his books are "The Geological Reinvestigation of the Colorado River," "Silver Ores and Silver Mines," "Ceramic Art and Glass," and "The Life of Capt. Jonathan Mox."

For many years Prof. Blake had lived part of the year in New Haven and the other part in Tucson, where he maintained a home. He was president of the Cosmos Club of Tucson.

Prof. Blake was married at South Berwick, Me., December 28, 1850, to Charlotte Haven Lord Hayes. Mrs. Blake died some years ago. Prof. Blake is survived by three sons, Francis H. Blake of Litchfield, Conn.; Dr. Joseph A. Blake and T. Whitney Blake of New York. T. Whitney Blake left for California yesterday to take charge of his father's body. The funeral and burial will be in New Haven.

Obituary Notes.

Funeral services for Mrs. Maria E. Butler, widow of Theron Butler, will be held this morning in the Madison Avenue Baptist church. Mrs. Butler, who was more than 80 years old, died on Friday at her home, 100 West 10th street, after a long illness. She was the daughter of her grandfather, Mrs. John Hartwell, formerly Mrs. Eliza A. Butler, who married last month to Dr. Hartwell and is now in Europe on her wedding trip. Mrs. Butler had been in feeble health for some time past and her death was unexpected. Her grandfather, Mrs. Henry Alexander is the mother of Mrs. Eliza Hoffman, who lives at 29 Avenue Bois de Boulogne in Paris. The late Theron Butler was one of the Madison Avenue residents. This house was not abandoned until last autumn, when Mrs. Butler moved to Port Morris, N. J., where she died. The three granddaughters of Mrs. Butler were reared by her, as their mother died early in life.

Christopher C. Selby, who travelled for many years in the East and West, and who was doing a spiritualist and a mystery show, died on Saturday night in the general hospital in Paterson, N. J. He was a veteran of the civil war and was the Erie Railroad conductor on the Newark branch. He began an investigation of spiritualism and that led up to his death because of his advanced age, 71 years, was unable to rally from the disease, which attacked him recently. Mr. Selby for many years was a leader in the business and political life of Chicago. He was the founder of the Chicago arm of Phelps, Dodge & Palmer, for many years one of the strongest concerns in Chicago.

MARRIED.

KEELER-WHEELER.—On Saturday, May 21, 1910, at 120 West 76th st. by the Rev. George Clarke Peck, D. D., Martha Wheeler to Edward Holcombe Keeler.

DIED.

BLAKE.—On May 21, 1910, at Berkeley, Cal., William Phipps Blake of New Haven, Conn., in the 84th year of his age. Notice of funeral hereafter.

BUTLER.—On Friday, May 20, at her home, Under Crest Farm, Port Chester, N. Y., Maria E. Butler, widow of Theron B. Butler. Funeral service at Madison Avenue Baptist church, corner 31st st., on Monday morning, May 23, at 10 o'clock. Interment Greenwood cemetery.

CUSHMAN.—On May 22, at her residence, 49 West 30th st., Elizabeth Adeline daughter of the late Alonzo R. and Elizabeth A. Cushman. Funeral at the Church of the Holy Apostles, 26th st. and 9th av., 10 o'clock Tuesday morning, May 24. Interment at Ridgely, Conn. It is requested that no flowers be sent.

LITTLE.—On May 21, 1910, William F. Little. Funeral from "THE FUNERAL CHURCH" 21 West 23d st. (CAMPBELL BLDG.), Time 10:30 A. M. (CAMPBELL BLDG.). Time 10:30 A. M.

MILBANK.—On Saturday, May 21, 1910, Henry Raymond Milbank, son of the late Samuel Milbank, in the 65th year of his age. Funeral services at his late residence, 54 Lexington av., on Monday, May 23, at 3 P. M.

REVERE.—On Friday, May 20, 1910, at his home, Morrisville, N. J., Augustus L. Revere, and of Rose Lamb Revere and the late John Joseph Warren Revere.

Funeral services at the Church of the Redeemer, Morrisville, N. J., on Monday, May 23, at 3:30 P. M. Train leaves 2nd st. ferry 1:45 P. M., Barclay st. 2 P. M., Boston and Canton, Mass., papers please copy.

THUMM.—On Saturday evening, at Lakewood, N. J., George W. Thumm, aged 56 years. Interment Woodlawn cemetery Tuesday. Services at Frederick B. Taylor Mausoleum 3:15 P. M. Train leaves Grand Central Station 2:35 and returns at 4:25.

UNDERWATER.

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STERN. N. Y. HOTEL. The report of the LAW OFFICE from 50 Wall Street to 100 5th av. Phone 121, Madison Square.